

GOLDENBERG'S STORE BUILT UP ON SUCCESS

Its Growth Due To Enterprise,
Sagacity, and Courtesy.

M. Goldenberg's new four-story building, an addition to his store at 912-923 Seventh Street, will be formally opened tomorrow. The addition was demanded by the rapidly growing business of the store, and besides allowing Mr. Goldenberg to introduce new departments will give far more space to the departments already in operation.

It is now a matter of some seven years ago when Goldenberg's first opened in Washington. The story connected with the event is one which will perhaps prove of interest to the hosts of the friends of the "Dependable Store."

Coming to Washington.

"One evening in the fall of '95 a certain friend of mine told me there was a store to be had in Washington in a neighborhood that needed a good, live business. He further informed me that the firm of Carhart & Leidy, which then occupied the premises, 923 Seventh Street, was desirous of retiring from business; Mr. Carhart on account of ill health and Mr. Leidy because greater interests called him to Philadelphia. Accordingly the deal was made and on September 19 the store was formally opened and the responses to our original advertisement were so great that we were compelled several times to lock the doors to keep out the crowds and furthermore, we had to apply to the authorities to grant us protection from the throngs which attended our opening sale. And we have tried to keep it that way ever since."

On going through the new store one is more than impressed with the magnitude of the undertaking. The new addition alone covers a total floor space in the neighborhood of 50,000 square feet, and the rest of the buildings embrace even more than that amount of space. Taken all in all, it is a colossal institution.

On the fourth floor of the new building there can be found a complete stock of matings, floor cloths, linoleums, lace curtains, portieres, pillows, bed-wear, spreads, and also the new department of children's go-carts which Mr. Goldenberg said, smilingly, he hoped, would do a rushing business.

On the third floor, is located men's youths' and boys' clothing, the first being the new attraction on this floor. For a long time, there has been a great and pressing need for an up-to-date clothing house in this section of Washington.

Another new feature on the third floor will be found men's hats, of which several special makes have been secured, which will be confined to that store exclusively, and which are far under the prevailing prices for similar qualities. The boys' clothing department, too, has been enlarged, and doubtless many mothers will be glad to hear of the new and enlarged location. Trunks, suit cases and satchels will also be found on the third floor, and the prices noted certainly seemed to be unusually reasonable, considering the superior class of merchandise.

Creatations of the Milliners.

The second floor is a rare treat for those who will make the trip. This floor is divided into two sections; one part for millinery, and the other for the cloak department. The millinery department is finished throughout in rich mahogany wood and plate glass, while the cloak department is in quartered oak. Numerous mirrors abound, and the whole is an ensemble of beauty.

The writer was much impressed on his trip by the number of ladies in the millinery department; they seemed to take a special delight in looking at the new creations in hats. One creation particularly striking was a large black hat the shape of which was slightly to the left side, caught underneath with a very large cabochon; the edge of the hat was slightly rounded, that effect being given by tiny straw braids sewed on maline, and rolled diagonally over the edge of the hat about two inches from the top and bottom. The top was particularly beautiful, being made of very fine black lace shirred on fine wires to form an oval shape across the hat. The only trimming on this was something entirely new in long plume effect, made entirely of ribbon caught with a handsome jet ornament.

Another beauty was, of course a large hat, the facing being made of a double effect of lace, which covered a band which gave a tilt to the hat; the outer edge had the lace formed from underneath softly over the edge, over which lay hyacinths, in the bluest shade; then came a tiny touch of green foliage in the center forming the crown, the large soft loops of ribbon in the shade of the hyacinth and foliage. A large steel ornament holds the bow in place, and gives the new dip to the back of the hat.

In the Cloak Department.

The cloak department is almost as crowded as the millinery. Conspicuously shown there were the new silk shirt waist suits, many of them in foulards, and others in new striped taffetas as well as pongee.

There were also the enlarged departments of linens, white goods, wash goods and imported cotton goods shown in an endless variety. The basement will be devoted exclusively to the house furnishing department, which, by the way, has been enormously enlarged and improved upon. Particularly noticeable was the display of cut glass and fancy art potteries. These art potteries, Mr. Goldenberg explained, were a manufacturers' sample line which represented a collection of six famous European potteries. The entire collection was bought at a special price in view of the fact that they were samples and will prove one of the big cards for the "Opening" week.

The dress goods and black goods now occupy the entire K Street side and with the space make a most beautiful display; all the latest novelties are shown in dress goods, including the newest crepe, silk shot zephyrs and all the usual fabrics of the season. The store as a whole presents a spectacle of business activity and vim that is surprising; shown cannot be said for the enterprise shown by Mr. Goldenberg and it is the firm belief that even the tremendous addition may prove inadequate. The amount of confidence and good will that is expressed by the thousands of the friends of this establishment is the one sure token of a brilliant future. The keynote of prosperity is this very confidence and Goldenberg's not only seem to have it, but they actually possess the great and only treasure that can appertain to a successful business.

NEWS OF RAILROADS AND OF RAILROAD MEN

Railroads of the South.

John Skelton Williams, president of the Seaboard Air Line, in an able paper published in a New York daily journal, discusses the railroads of the South at some length. In the course of his dissertation, Mr. Williams says:

"The growth in wealth and population of the Southern States since 1880 has proceeded hand in hand with the extensions and development of their lines of railroads, upon the service of which their commerce, agriculture, manufactures and mining interests so largely depend."

"In 1880 the fourteen Southern States from Maryland to Texas contained 29,612 miles of railroad, or 22 per cent of the total mileage of the United States. On January 1, 1903, these same States contained 56,209 miles of railroad, or 27 per cent of the total mileage of the country."

The following table shows the railroad mileage in the Southern States in 1880 and on January 1, 1903, and also the percentage of increase of railroad mileage in each of these States during this period:

States	1880	1903	Increase	Per Cent
Virginia	1,040	1,391	351	33
North Carolina	1,362	2,803	1,441	106
South Carolina	601	2,697	2,096	349
Georgia	1,486	3,833	2,347	158
Florida	1,427	2,969	1,542	108
Kentucky	2,439	6,223	3,784	155
Tennessee	518	3,424	2,906	563
Alabama	1,530	3,161	1,631	106
Mississippi	1,843	3,317	1,474	80
Louisiana	1,843	4,417	2,574	139
Arkansas	1,127	3,119	1,992	176
Texas	602	3,591	2,989	497
Totals	3,244	11,901	8,657	267

This increase in mileage does not express the increase of the business of our railroads for the period mentioned. Not only has there been a gain since 1880 of nearly twice as many miles of new road as the total mileage at that time, but the railroads which were in existence in 1880, many of which were aptly referred to at the time as "two streaks of rust and a right of way," have been largely reconstructed, from the ground up, both as to track and equipment, and the railroad service in the South today will compare favorably with that in any part of the world.

The 20,000-pound capacity cars of the early 80's are giving way to the 100,000-pound capacity steel cars of the present day, and the modern locomotive hauls five times the weight which was considered a full load for an engine a score of years ago.

German Railroad Statistics.

Statistics which have just been compiled by the railroad department of the German imperial government show that in that country standard-gauge roads amounted in 1891 to 25,241 miles, and at the end of 1901 31,677 miles. Of this 63.5 per cent in branch lines.

There were employed 19,724 locomotives, 41 motor cars, 39,878 passenger coaches, and 419,990 baggage and freight cars. As compared with 1891, these figures show an increase of 33.4 per cent in locomotives, 45 per cent in passenger coaches, and 40.3 per cent in baggage and freight cars.

The receipts for the passenger service amounted to \$135,983,630, as against \$87,503,050 in 1891, an increase of 55.4 per cent. The receipts for the freight service amount in 1891 to \$216,042,120 against \$297,904,600 in 1901, an increase of 37.9 per cent.

Speed of the Empire State Express.

Official figures have been published by the New York Central of the remarkable run made by the Empire State Express on January 1 last, when the distance from Albany to Buffalo, 302 miles, was made in 295 minutes. On this trip

the run between Syracuse and Rochester, nearly 80 miles, was made in 64 minutes, or at an average of 76.4 miles per hour. Between Palmyra and Madison, 7.29 miles, the time was 4 minutes—a rate of 109.35 miles an hour. At another point the rate of 105.75 miles an hour was kept up for a distance of 7 miles. This run was made by a new engine of the Central Atlantic type, which had been out of the Schenectady works of the American Locomotive Company only ten days.

To Inspect Southern Schools.

J. C. Ogden, of New York, has closed a contract with the Pennsylvania and Chesapeake and Ohio for the handling of a special train of six cars over the lines named, April 21, from New York to Richmond and other points in Virginia. Mr. Ogden will take his annual trip of inspection of educational institutions of the South. He is a member of the board of trustees of the Peabody fund and will also investigate the schools for colored children. Several New York millionaires will accompany him.

Personals.

A. L. Elliott, of Cincinnati, Ohio, traveling passenger agent of the Chesapeake and Ohio, is in the city on business.

Col. M. B. Bragg, of Roanoke, Va., traveling passenger agent for the Norfolk and Western, was in the city yesterday. He is called the "most congenial passenger man in Virginia."

EARL OF YARMOUTH AND HIS FIANCEE GONE

Went to Pittsburgh to Be Married There
Next Month.

With the best wishes of a score of friends, Miss Thaw, the Earl of Yarmouth, and Mrs. Thaw departed from Washington for Pittsburgh last night, where the young couple will be married April 27. The Rev. W. S. McEwan will perform the ceremony.

Until a few days ago it was decided to have the wedding occur in June. The earl's parents, the Marquis and Marchioness of Herford, desire to be present at the wedding, but they sent a cablegram saying they would be unable to come if the wedding did not take place before that time and urged Mrs. Thaw to consider again the date first set—April 28. This date, however, did not suit the young couple, and April 27 was at last fixed upon.

Miss Knox and other friends of the bride-elect will not go to Pittsburgh until a few days before the wedding. It has also been agreed the ceremony will not be an elaborate affair, but most tasteful. The Marquis and Marchioness of Herford will not arrive in the United States until the latter part of April and will proceed to Pittsburgh direct from New York. They will return to New York immediately after the wedding and take the first steamer for England.

GOLD DEPOSITS FOUND IN NORTH CAROLINA

NORFOLK, Va., March 28.—Norfolk, Washington, and Richmond capitalists have obtained options on 1,100 acres of mineral land in North Carolina, where large deposits of gold are reported to have been found, and are working quietly to take in 2,000 acres of adjoining land before their find becomes generally known.

Dr. Froehling has assayed specimens of the ore and finds \$31 worth of gold deposits to the ton.

NO EXTRA ALLOWANCE FOR FOREIGN CLERKS

Assistant Comptroller Delivers Important Decision.

A decision handed down by L. P. Mitchell, Assistant Comptroller of the Treasury, in the case of A. A. Padmore, paymaster's clerk in the army, who entered a claim for an increase of pay for foreign service, construes a provision of the army appropriation bill for the fiscal year ended June 30, 1902, as repealing the act of May 26, 1900. The effect is to discriminate against all persons in the foreign service under the War Department who are not commissioned officers or enlisted men.

Mr. Padmore claimed increased pay for foreign service from the time he left San Francisco for Manila, July 11, 1900, until October 30, 1902, when he returned to San Francisco. He proceeded under

the act making appropriations for the support of the army for the fiscal year ended June 30, 1901, approved May 26, 1900, which provided:

"That hereafter the pay proper of all officers serving in Porto Rico, Cuba, Philippine Islands, Hawaii, and the Territory of Alaska shall be increased 10 per centum for officers, and that the pay of enlisted men shall be increased 20 per cent over and above their rates of pay proper, as fixed by law in time of peace."

Assistant Comptroller Mitchell holds that a paymaster's clerk is an officer under the meaning of this act, and therefore entitled to the increase of 10 per cent as long as that act is in effect.

The act of 1902, however, stipulates that those receiving the 10 per cent increase must be "commissioned officers."

WASHINGTON B. WILLIAMS RUN OVER BY BICYCLIST

Washington B. Williams, a well-known business man of Washington, was run down by an unknown bicycle rider last evening in front of his residence, 730 Sixth Street northwest, and received a slight cut on the head. The bicyclist escaped immediately after the accident.

STRIKE IN BITUMINOUS MINES MAY BE AVERTED

Strong Influence to Be Exerted in
Joint Conference.

TERRE HAUTE, Ind., March 28.—There is good reason to believe that the strike of 10,000 bituminous miners in Indiana will be averted.

The miners are voting at their local lodges on the ultimatum submitted by the operators and there is no doubt that the vote will be practically unanimous in favor of suspending work at the end of the present contract year, which will be next Tuesday night. The joint conference is to reassemble Monday, and strong influence will be exerted there by some of the operators to adjust the differences.

The ultimatum of the operators was that they would consent to no changes in the contract other than the new price

per ton for mining agreed to at the interstate conference. This meant that the provision for employing experts for firing explosives in mines where the conditions are such as to require the services of an expert was not to be made part of the contract.

This is what President Hargrove, of the miners, denounces as an act of bad faith on the part of the operators. It is this that has angered the men and is making them vote to strike, although less than 10 per cent of the miners in the State would be affected by the employment of experts.

EDSON F. GALLAUDET NOW EMPLOYED AT DAYTON, OHIO

Edson F. Gallaudet, a son of Dr. E. M. Gallaudet, the well-known educator of this city, has recently obtained a responsible position in the executive department of the National Cash Register Company at Dayton, Ohio. Mr. Gallaudet is a graduate of Yale in the class of '90, and was afterwards an instructor of physics there. He also took post graduate work for several years at Johns Hopkins University, and for the past three years had been employed by the Crano in Philadelphia. He is famous at Yale for his ability as a oarsman.

Washington.
Richmond.

The Store that saves you money

WITHIN OUR STORE

Now will show you many opportunities to buy FURNITURE that will please you in style and price. Handsomely finished serviceable articles for every room in the house. Housecleaning time is at hand, and will reveal much that is needed in your home. Furniture purchased at our store means lasting service for small outlay. Our easy payment system makes it possible for you to fill your wants without entailing any hardship.

55c.

\$37.50

\$12.95

\$12.50

\$7.50

\$17.95

\$9.95

\$1.45

\$3.50

9c

20c

22 1/2c

25c

\$18.95

How About a "CECILIAN" For Your Idle Piano?

THERE ARE THOUSANDS of homes containing pianos, but no one to do much playing!

THERE ARE HUNDREDS OF PEOPLE who might play well if they had the time to practice!

THERE ARE LEGIONS OF STUDENTS AND MUSIC LOVERS who never become acquainted with the many beautiful thoughts of the master minds in music!

WHY? The answer is simple: The technical difficulties presented are too great for their grasp—and the opportunities of hearing world-famed artists too rare! Then there's the expense of buying the music!

"THE CECILIAN,"

The Perfect Piano Player, is the only instrument now before the public by use of which an absolutely artistic playing can be given; the "Cecilian" knows no technical difficulties; its touch is nearly human, and the expression of which it is capable limited only by the intelligence of the operator. It is simple and easier to operate than any other player in the market!

THE "CECILIAN LIBRARY"

is at your disposal for a moderate rental.

NEW CECILIANS, \$250.

"Cecilians" Used 2 1/2 to 4 Months - - - \$175
(In every way equal to new.)

On Reasonable Terms If Desired.

STEINWAY PIANO WAREROOMS

E. F. DROOP & SONS, 925 Pa. Ave.

SPECIAL RECITAL Monday Afternoon at 3:30 to 5:30 o'clock.